

CLASSIFIED MESSAGE

MFG. 9-66



Approved For Release 2000/08/24 : CIA-RDP71B00263R000200290018-8

DATE

~~SECRET~~

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

16.6

TO : 25X1A9a
FROM : 
ACTION: 
INFO : *handling* 25X1A9a

IN 77583

OSA 1-20 BT

TO ~~SECRET~~ 040621Z CITE  8136 25X1A6c CITE

PRIORITY  25X1A6c

IDEALIST LOGS MAINT AVION FULLBORE II

PLEASE PASS  ASD/OEL 25X1A9a

1. SYSTEM 17 FLOWN 1 DEC FOR A FOUR HOUR HIGH, BUT FLIGHT ABORTED AFTER THREE HOURS DUE TO A MALFUNCTION IN THE MC RECORDER WHICH SHORT CIRCUITED THE PILOTS AUDIO LINE.

POST FLIGHT ANALYSIS COMPLETED ON 3 DECEMBER INDICATES ALL RECEIVERS FUNCTIONAL. FREQUENCY CALIBRATION

MARKERS ON THE SWEEP RECEIVERS STILL MARGINAL, ALTHOUGH SWEEPS APPEAR OFTEN ENOUGH TO PROVIDE PROPER RECEIVER CALIBRATION. STILL NO MARKERS ON THE 17B UNITS.

2. PREFLIGHT TESTS INDICATED SWEEPS OF 17B UNITS WERE ERRATIC. TECH REPS HAVE NO IDEA OF HOW TO TROUBLESHOOT.

PROBLEM CURED ITSELF AS SHOWN BY POST FLIGHT ANALYSIS. AIRCRAFT COAX CABLING TO LEFT LOG PDC ANTENNA SHORTED, THUS ARTICLE FLEW WITH ONLY RIGHT LOG PDC ANTENNA OPERATIONAL. REPLACED "X" BAND UNIT WHOSE SENSITIVITY HAD DECREASED BY APPROX 15 DB

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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WITH THE SPARE RECEIVER. SENSITIVITY NORMAL.

3. FOLLOWING SUMMARY BASED ON INPUTS FROM FOUR FLIGHTS. ONE AT

25X1A2d2

[REDACTED] AND THREE AT [REDACTED] 25X1A2d2

A. THE BASIC PROBLEM IS THE LACK OF SPECIALIZED EXPERIENCE
REQUIRED TO KEEP THE 17B UNITS OPERATING. THIS WAS ACCOMPLISHED

25X1A2d2

AT [REDACTED] IN THE PERSON OF [REDACTED] 25X1A5a2

B. A REVIEW OF THE PRESENT TEST PROGRAM SUGGESTS A SET UP SIMILAR
TO THAT EMPLOYED FOR THE 24 OCT TEST AT [REDACTED] THIS PROVIDED 25X1A2d2
FOR THE 17B UNIT SPECIALIST PLUS TWO OTHER REPS WHO PERFORMED
"NORMAL" MAINTENANCE OF THE SYS 17 COMPONENTS AND THE RECORDERS,
AND WHO PERFORMED PREFLIGHT CALIBRATION. IT IS FELT, HOWEVER, THAT
25X1A2d2 AN ASSIST FROM [REDACTED] AVIONICS CAN REDUCE BY ONE THE TOTAL NUMBER OF
25X1A5a2 [REDACTED] PEPS REQUIRED, PROVIDED OF COURSE, THAT THE 17B UNIT SPECIALIST
IS AVAILABLE.

C. SYSTEM OPERATION AND RELIABILITY:

1. SWEEPING AND CRYSTAL VIDEO RECEIVERS HAVE OPERATED NORMALLY
ON ALL FLIGHTS. CONTINUAL SOURCE OF TROUBLE HAS BEEN SWEEP
FREQUENCY MARKERS. RECORDED PREFLIGHT SWEEP CALIBRATION USING
A SIG CEN HAS REDUCED THE EXTENT OF THE PROBLEM.

2. RECORDERS OPERATING PROPERLY. IMPOSSIBLE TO MONITOR DURING
RECORD DUE TO A.C. LINE PICK-UP, BUT NOISE OUTPUT LEVELS OF
FLIGHT RECORDINGS ARE FAIRLY UNIFORM.

3. AIRCRAFT CABLING PROBLEMS STEMMED FROM LACK OF TIME FOR
MAINTENANCE ON THE ARTICLE DUE TO HEAVY FLIGHT SCHEDULE.
SHORTED COAX MENTIONED IN PARA 2 ABOVE HAS BEEN REPAIRED.

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4. FOUR 17B MALFUNCTIONS TO DATE. SWEEP MARKERS, "L" BAND SWEEP DUE TO OVEN OVERHEATING, LOSS OF SENSITIVITY ON ONE "X" BAND UNIT, AND A BENCH CHECK OF THE SPAPE "S" BAND UNIT INDICATES EXTREMELY NON-LINEAR SWEEP.

D. MAINTENANCE AND SPARES. LACKING SCHEMATICS AND MANUALS, THE 17B UNITS CANNOT BE MAINTAINED IN SAME FASHION AS THE 17 RECEIVERS, WHEREIN A SPARE UNIT IS UTILIZED WHILE MALFUNCTIONING UNIT IS REPAIRED IN THE SHOP. "L" BAND UNIT STILL NOT ON HAND. PLEASE EXPEDITE.

E. TAPE SITUATION: 6 REELS VIRGIN, 20 REELS ERASED.

4. RESULTS TO DATE INDICATE PRESENT TECHNICAL SUPPORT INADEQUATE TO KEEP UP WITH SYS 17B FAILURES. THE FOUR MALFUNCTIONS OF ABOVE, PLUS LACK OF SPARE "L" BAND RECEIVER HAVE REDUCED SYSTEM EFFECTIVENESS TO A MARGINAL CONDITION. ANY FURTHER MAJOR RECEIVER FAILURES WOULD ELIMINATE COVERAGE OF A COMPLETE BAND OF INTEREST. RECOMMEND EXPEDITE SENDING

25X1A5a1 THE [REDACTED] SYS 17B SPECIALIST SOONEST.

5. THE TEST FLIGHT ORIGINALLY SCHEDULED FOR 6 DEC MAY BE DELAYED DUE TO OPERATIONAL REQUIREMENTS. ALSO, IT APPEARS AT THIS TIME THAT ADDITIONAL TEST FLIGHTS MAY BE REQUIRED BEFORE [REDACTED] CAN SAY WITH ANY ASSURANCE THAT THE SYSTEM 17 IS OPERATIONALLY READY. 25X1A2d2

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TOP: 040720Z DEC 67

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